

What Is Claimed Is:

1. A method for the coordinated activation of at least two systems, which influence the handling characteristics of a motor vehicle and follow the activation sequence

- chassis system (120) and/or
- steering system (130) and/or
- brake system (140),

the activation of the subsequent system in the sequence occurring, in at least some of the activations of the systems, as a function

- of the activation (175, 185, 195) and/or
- of the effect (440, 540, 640) on the handling characteristics achieved by the activation

of the preceding system in the sequence.

2. The method as recited in Claim 1, wherein in the activation of a system

- the operating state and/or
- the system's effect on the handling characteristics achievable by this activation

are taken into account.

3. The method as recited in Claim 1, wherein a deviation between specifiable nominal handling characteristics (210) and the current actual handling characteristics (200) is ascertained and the activation occurs as a function of the ascertained deviation (230).

4. The method as recited in Claim 1, wherein a stabilizing variable is ascertained (240) representing the deviation (230) between

- specifiable nominal handling characteristics (210), nominal handling characteristics by the driver command being particularly provided, and
- the current actual handling characteristics (200),

it being provided in particular that a nominal yaw moment (250) is ascertained as a function of the stabilizing variable (240), it being provided in particular that the activation of the systems occurs as a function of the nominal yaw moment (250).

5. The method as recited in Claim 3 or 4, wherein the activation is performed so as to reduce the ascertained deviation (230) to a minimum, it being provided in particular that the activation (175, 185, 195) occurs in such a way that a greatest possible minimization is achieved by the activation of a preceding system in the sequence, and it being provided in particular that in the activation of a system the minimization of the deviation achieved from the activation of preceding systems is taken into account.

6. The method as recited in Claim 1, wherein in the activation of a subsequent system following the implemented activation of a system the necessity of an additional activation of a subsequent system is verified.

7. The method as recited in at least one of the preceding claims, wherein

- by activating a chassis system (120), a force between the vehicle body and at least one wheel unit is influenced, particularly through an adjustment of the spring and/or damping property, and/or
- by activating a steering system (130), the position of at least one steerable wheel of the motor vehicle is influenced, and/or
- by activating a brake system (140), the brake force on at least one of the wheels of the motor vehicle is influenced.

8. A device for the coordinated activation of at least two systems, which influence the handling characteristics of a motor vehicle and follow the activation sequence

- chassis system (120) and/or
- steering system (130) and/or
- brake system (140),

the activation of the subsequent system in the sequence occurring, in at least some of the activations of the systems, as a function

- of the activation and/or
- of the effect on the handling characteristics achieved by the activation

of the preceding system in the sequence.

9. The device as recited in Claim 8, wherein in the activation of a system

- the operating state and/or
- the effect of the system on the handling characteristics achievable by this activation

are taken into account.

10. The device as recited in Claim 8, wherein first means are provided, which ascertain a deviation between specifiable nominal handling characteristics (210) and the current actual handling characteristics (200), and second means are provided, which carry out the activation as a function of the ascertained deviation (230).